



UNITED STATES MARINE CORPS
III MARINE EXPEDITIONARY FORCE, FMFPAC
UNIT 35607
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ForO 3120.16A
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FORCE ORDER 3120.16A

From: Commanding General
To: Distribution list

Subj: POLICY AND PROCEDURES FOR FIRST MARINE AIRCRAFT WING
(FIRST MAW) AND THREE ONE MARINE EXPEDITIONARY UNIT
(31 MEU) AV-8B AIRCRAFT OPERATIONS

Ref: (a) MCO 3120.9A
(b) MCO 3502.3
(c) DRAFT I MEF - III MEF COORDINATED TRAINING PLAN FOR 31
MEU AND SUPPORTING UDP UNITS, 25 FEB 99
(d) III MEF BUDGET MANUAL 7100 FY98
(e) MCBul 3120 CONSOLIDATED DEPLOYMENT SCHEDULE
(f) CG III MEF ltr 7103.37/109, 5 Mar 93
(g) Wing Order 4000.1D
(h) Standardized MEU(SOC) Troop List for 31 MEU
(i) MCO 3750.6Q
(j) OPNAVINST 3750.1R
(k) MCO P1000.6F

Encl: (1) I MEF/III MEF MEMORANDUM OF UNDERSTANDING

1. Purpose. This order acknowledges the training requirements delineated by references (a) through (d), establishes a framework for the conduct of integrated pre-deployment training, assigns responsibilities and provides policy and procedures regarding the relationship between 1st MAW and 31st MEU concerning AV-8B operations and support. The intent is to ensure that the best combat ready aviation assets are available to support 31st MEU, maximize First MAW and 31st MEU training opportunities, further define aviation support requirements and identify First MAW AV-8B aviation oversight responsibilities.

2. Cancellation. ForO 3120.16.

3. Background. First MAW and 31st MEU are a III MEF Major Subordinate Command (MSC) and Major Subordinate Element (MSE) respectively. Both report directly to CG, III MEF. A Marine Attack Squadron (VMA) detachment/squadron(-) deploys to Okinawa every six months to augment 31st MEU; AV-8B aircraft are transferred to CONUS approximately every eighteen months. The absence of a permanent VMA squadron in WESTPAC and the unique integration of the VMA Unit Deployment Plan(UDP) detachment/squadron(-) into the 31st MEU Aviation Combat Element (ACE) creates challenges for both the MSC and MSE. Turnover between the VMA detachment/squadron(-) upon arrival to WESTPAC, flight hour management, budgetary concerns, safety and aircraft maintenance oversight, and operational requirements dictate that policies be established to ensure efficient, effective and timely transitions between MEU cycles for the ACE and to create coordinated training schedules between First MAW and 31st MEU.

4. Action

a. Commanding General, III MEF

(1) Assume operational and administrative control of the designated VMA detachment/squadron(-) upon arrival in WESTPAC as scheduled by reference (e).

(2) Publish an appropriately classified Letter of Instruction (LOI) prior to the arrival of each VMA detachment/squadron(-) which assigns them to 31st MEU upon arrival and delineates a basic training plan.

b. Commanding General First MAW. Permanently retain specified VMA detachment/squadron(-) aviation material support functions, fiscal (O&M,N) management and oversight of the Sortie Based Training Plan/Flight Hour Program (SBTP/FHP).

c. Commanding Officer, 31 Marine Expeditionary Unit

(1) Assume OPCON and ADCON of assigned VMA forces from CG, III MEF.

(2) Coordinate with First MAW and III MEF to identify and TEEP training opportunities and training periods within First MAW's TEEP for participation by 31st MEU VMA assets that will enhance the VMA detachment/squadron(-) combat readiness.

(3) Report aviation maintenance, fiscal, safety and training data IAW paragraph 4.d. of this order.

d. Coordinating Instructions

(1) Material Condition of Aircraft. CG, First MAW will retain oversight responsibility for the material condition of the 31 MEU ACE VMA detachment/squadron(-) aircraft. First MAW will ensure that aircraft maintenance is in accordance with the Naval Aviation Maintenance Program (NAMP) and will provide oversight to ensure the incorporation of Technical Directives (TD's), Maintenance Engineering Requirements (MER's), aircraft modifications and depot level repairs.

(2) Aircraft Transfer. Aircraft acceptance and transfer inspections will be coordinated by CG, First MAW.

(3) Operational Reporting. Operational Reporting requirements, e.g. SORTS, AMRR's, etc. are the responsibility of the CO, 31st MEU. While operating ashore, the AMRR data will be verified by MALS-12. While operating afloat, the AMRR data will be verified by the ship's AMO and SuppO.

(4) Logistical Management Ashore

(a) While the VMA detachment/squadron(-) is operating ashore, the MALS-12 Aviation Supply Officer will sub-custody a supply pack-up to 31st MEU to support the VMA detachment/squadron (-). The 31st MEU VMA detachment/squadron (-) will assign a Responsible Officer (RO) for custody and inventory control of the MALS-12 supply pack-up. All supply support requirements will be submitted to MALS-12 for processing. MALS-12 will be responsible for processing, expediting, providing requisition status and shipment of material requirements to the VMA detachment/squadron(-).

(b) CG, First MAW will retain aviation maintenance cognizance as described in paragraph 4.d.1.

(5) Logistical Management Afloat

(a) While the VMA detachment/squadron(-) is operating afloat, the ship's Aviation Supply Division and Aviation Intermediate Maintenance Department (AIMD) will provide logistical support. The AV-8B detachment/squadron(-) will submit all material requirements to the ship's Aviation Supply Division for processing. The ship will process the requisition, expedite and provide

requisition status in accordance with NAVSUP P485. In the event an aircraft requires replacement parts when forward based from the ship, the ship will receive and process all requirements. Material requirements that are unable to be filled by the ship's Aviation Consolidated Allowance List (AVCAL) will be passed to the designated TYCOM Point of Entry (POE) for further processing. COMFAIRWESTPAC maintains the primary support expeditor for off ship requisitions. CG, First MAW will continue to monitor requisition status to ensure expeditious processing of critical AV-8B material requirements.

(b) AV-8B intermediate maintenance requirements will be processed by the ship's AIMD.

(6) NALCOMIS Processing. MALS-12 will be the central repository and data processing agency of all AV-3M and NAVFLIR data. While operating afloat or ashore the VMA detachment/squadron(-) will forward this data to MALS-12.

(7) Fiscal Management Ashore

(a) All Operations & Maintenance, Marine Corps (O&M, MC) budget management for the 31st MEU will be in accordance with references (d) and (f).

(b) All Operations & Maintenance, Navy (O&M, N) budget management for the 31st MEU ACE, when the VMA detachment/ squadron(-) is operating ashore, will be sourced by MAG-12. This includes all OPTAR Functional Category 50 (OFC-50) and Aviation Fleet Maintenance/ Aviation Depot Level Repairable (AFM/AVDLR) requirements for the VMA detachment/squadron(-). MAG-12 is responsible for reporting these costs in their OFC-50 Budget Optar Report (BOR).

(c) All OFC-01 (Fuel/Flight Equipment) requirements for the VMA detachment/squadron(-) will be supported and funded by MAG-12. The VMA detachment/squadron(-) will report monthly flight hours via SALT, E-Mail or naval message directly to MAG-12 both ashore and afloat. Monthly flight hour reports are due no later than 1200 on the first day of the following month (Japanese Standard Time). The MALS-12 Supply Accounting Department (SAD) will receive and report AV-8B hours in accordance with existing procedures for standard End-of-Month (EOM) reporting.

(d) All OFC-09 Initial Outfitting Requirements (IMRL/TBA) of the VMA detachment/squadron(-) are the responsibility of the parent MSC. Replacement IMRL will be funded by MAG-12 OFC-50. Replacement of TBA items will be provided by their parent MSC.

(e) All OFC-10 support will be provided by their parent MSC.

(8) Fiscal Management Afloat.

(a) All Operation & Maintenance, Marine Corps (O&M, MC) budget management for the 31st MEU ACE will be in accordance with references (d) and (f).

(b) All Operations & Maintenance, Navy (O&M, N) budget management for the 31st MEU ACE, while operating afloat, will be sourced by the supporting ship. This will include the Optar Functional Category 50 (OFC-50), Aviation Fleet Maintenance/Aviation Depot Level Repairable (AFM/AVDLR) requirement for the VMA detachment/squadron(-). The supporting ship will be responsible for reporting these costs in their OFC-50 Budget Optar Report (BOR).

(c) All OFC-01 (Fuel/Flight Equipment) requirements for the VMA detachment/squadron(-) will be supported and funded by MAG-12. Upon embarkation, Aviation Supply Marines from MALS-12 will be responsible for collecting and reporting all OFC-01 charges incurred via SALT, E-Mail or naval message. Hard copy documentation will be collected by the VMA detachment/squadron(-)

and submitted to the MALS-12 Supply Accounting Section for inclusion in official accounting records. The VMA detachment/squadron(-) will report monthly flight hours via SALT, E-Mail or naval message directly to MAG-12 both ashore and afloat. Monthly flight hour reports are due no later than 1200 on the first day of the following month (Japanese Standard Time). The MALS-12 Supply Accounting Department will receive and report AV-8B hours in accordance with existing procedures for standard End-of-Month (EOM) reporting.

(d) All OFC-09 Initial Outfitting Requirements (IMRL /TBA) for the VMA detachment/squadron(-) are the responsibility of the parent MSC. Replacement of IMRL will be funded by the ship's OFC-50. Replacement of consumable TBA items will be provided by the ship's OFC-10 account.

(e) OFC-10 support will be provided by the ship.

(9) Aviation Training

(a) The 31st MEU ACE flight hours are budgeted through First MAW. First MAW will address 31st MEU in all message traffic as an action or info addressee as appropriate.

(b) The 31st MEU will develop and submit to CG, First MAW an annual (SBTP/FHP). Adjustments to this plan will be forwarded to CG, First MAW for appropriate action.

(c) Monthly VMA detachment Sortie Based Training Program reports shall be submitted to CG, First MAW (G-3), info III MEF, no later than the 10th of each month.

(10) Personnel

(a) VMA detachments/squadron(-). The VMA detachment/squadron(-) will be assigned to the 31st MEU ACE per Enclosure (1).

(b) MALS augments. MALS augments are part of the ACE task organization for deployment and will be assigned to MALS-12. Augments are outlined in T/O 8860 reference (g). When the ACE is embarked aboard ship, the augments support the ship's AIMD and Supply department. When the ACE is not embarked aboard ship, the augments will return to MALS-12 with the exception of those personnel listed in reference (h).

(11) Incident, Hazard Report, Mishap, and Field Flight Performance Board Reporting Relationships. The reporting and endorsing chain for all Aviation Mishaps, Aviation Ground Mishaps, Hazard Reports, and Ground Mishaps with respect to the AV-8B squadron (-) will be established by MARFORPAC and will include CG III MEF and CG 1st MAW. Incident / Hazard Report / Mishap reporting remains the responsibility of the AV-8B squadron (-) IAW references (i) and (j). All other aviation-related Serious Incident Reports, Things Falling Off Aircraft reports, and Flash Reports will include CG III MEF, CG 1st MAW, CO MAG-12, and CO MALS-12 as information addressees.

(a) In the event a Field Flight Performance Board is convened by CO 31st MEU, a copy of the convening letter will be provided to CG III MEF within 48 hours. This timeline will ensure the MEF has sufficient opportunity to notify HQMC IAW the requirements set forth in reference (k).

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(b) Should a situation arise where the 31st MEU is OPCON to another MEF or CINC, the appropriate MARFOR will publish a message promulgating the reporting and endorsing procedures.


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Distribution: List I/II